



Wichita Bicycle Master Plan

Steering Committee and Technical Advisory Committee Meeting

Meeting Summary

August 30, 2012, 4:30 p.m. – 6:00 p.m.

Wichita City Hall – 1st Floor Board Room

Attendance

Steering Committee Members:	Sonja Armbruster, Barry Carroll, Jerry Jones, Becky Pepper, Lavonta Williams
Technical Advisory Committee Members:	Scott Knebel, Nathan Schwiethale, Michelle Stroot
Staff:	Scott Wadle
Others:	None

1. Agenda Review – Purpose of the Meeting

Scott Wadle welcomed everyone to the joint Wichita Bicycle Master Plan (Plan) Steering Committee and Technical Advisory Committee meeting. Scott Wadle indicated that there were not agenda handouts for the meeting, but did show the PowerPoint with the agenda on it. No changes or questions about the agenda were submitted.

2. Project Update

Scott Wadle provided a brief review of the project progress to-date, indicating that City staff had received the updated and revised Draft of the Plan, and that it needed some additional refinement prior to taking it to the City advisory boards and commissions. In order to allow for more time for updates to the document, staff have rescheduled presentations of the Plan to the City advisory boards and committees. The new schedule is listed below.

1. September 19th – DAB VI
2. October 1st – DABs I, IV, V
3. October 3rd – DAB III
4. October 4th - MAPC
5. October 12th – Wichita Transit A.B.
6. October 15th – Park Board
7. November – City Council

3. Public Comments Received to Date

The Steering Committee members discussed the input they heard at the WABA meeting and Scott Wadle provided highlights from the Super DAB meeting. Scott Wadle presented the Steering Committee with the request by a resident of the Breezy Lake HOA that the recommendation for a shared-use path traveling diagonally along the water bodies from Central Avenue to Maple Street between 135th Street and 119th Street. Highlights from the discussion include the following.

1. The recommended shared-use path is not a priority facility recommended for development in the next 10 years;
2. The feasibility of developing the path is low, as there are property ownership and public access constraints.
3. The recommendation was from an individual and not the HOA.
4. A private paved walking path currently exists along a portion of the lakes and streams.

The consensus of the Steering Committee was to keep the recommendation for the shared-use path based primarily on the fact that the request was from an individual and not the HOA.

4. Outreach Efforts

Barry Carroll provided an update about the outreach efforts, indicating that letters of support have been requested from various organizations and that the tentative deadline to collect the letters is October 20th.

5. Cost Calculations

Scott Wadle presented information about the Priority Network cost calculations, indicating that revised cost estimates are currently above \$12.5 million, which is significant because that is the amount staff estimate could be available through a combination of federal funding (\$10 million) and local funding (\$2.5 million) over the 10 year duration of the Plan.

Scott Wadle explained that the estimate of \$12.5 million available to implement the Plan was different than the \$10 million estimate presented at the WABA meeting because the estimate now includes the Bicycle Enhancement line item from the current City CIP of \$500,000 every other year – except the first two years (resulting in \$2 million total) and an additional \$500,000 based on continued funding at the same amount every other year. This estimate is needed because the current CIP is from 2011-2020 and the duration of the Plan is from 2012 – 2022. Based on this information \$2.5 million in local funding would be available and could be used to leverage an 80 percent match (\$10 million), resulting in \$12.5 total to implement the Plan.

Scott Wadle explained that the factors that most significantly impacted the cost estimates and resulted in a total value greater than \$12.5 million are:

1. adding 7.5 miles of side paths missing from the cost estimates (\$1.9 million);
2. adding the priority shared-use path to the Priority Network (\$2.5 million); and
3. adding \$24,000 per mile of bicycle boulevard for traffic calming (\$1.3 million)

Scott Wadle also indicated that the Priority Network cost calculations did not include the recommendation for a side path along Hoover Road from 21st Street to 53rd Street (4 miles, \$1 million). Highlights from the discussion are listed below.

8. The meeting participants discussed the characteristics of Hoover Road Between 21st Street and 53rd Street.
 - Hoover Road is currently designed as a two lane paved roadway with open ditch drainage.
 - The rights-of-way (ROW) for Hoover Road varies greatly and frequently with widths ranging from approximately 65 feet to more than 120 feet. This occurs in part because a majority of the properties are not platted.
 - The amount of traffic on Hoover Road is relatively light.
 - The corridor is a mix of properties within and outside the Wichita boundaries.
 - The sidepath facility was highly recommended by a WAMPO Transportation Policy Body member.

The Steering Committee reached consensus on the following actions.

1. The Hoover facility should be included as part of the Priority Network.
2. Staff should explore the feasibility of installing a side path in the ROW, likelihood of roadway enhancements to Hoover, and if a phased short-term and long-term recommendations might be a practical solution.
3. Staff should explore whether the cost per mile of the side path facilities as part of the Priority Network should be discounted by half, in order to account only for the incremental cost of installing the side path facility instead of sidewalks along arterial roadways.

6. Discuss – Questions and Answers

No questions were submitted.

7. Receive - Public Comments

No public comments were submitted.

8. Adjourn

The Steering Committee consensus was to not schedule a following meeting, rather to utilize email to resolve the following two items.

1. The bicycle facility recommendation type and method for Hoover Road between 21st Street and 53rd Street.
2. The cost estimates for the Plan.

The meeting was adjourned at approximately 5:30 pm.